

Notice type	SAFE Notice
Title	Commissioning of Previously Installed New Wayside Equipment (Wingello) and Removal of Old Wayside Equipment (Exeter)

AFFECTED AREA

Network Control	Control Centre NCCS (Juneee) Boards Main South A
Network Area	All areas within the defined Network Control Centre(s) and Board(s)

EFFECTIVE PERIOD

Date and time	From/at Wed, 22 Apr 2026 09:00 AEST	To Mon, 19 Oct 2026 10:00 AEST
---------------	---	--------------------------------------

REFERENCE DOCUMENTS

Other notices	SAFE Notice 2-5799 / 2025
Train Alteration Advice	Empty
Route Access Standards	D51 Macarthur to Albury
NIBs	OGW-30-28

OPERATING CONDITIONS (GENERAL DETAILS)

From the time noted above, ARTC will commission into full use previously installed wayside equipment at Wingello, that has been operating in shadow mode, as well as permanently removing the wayside equipment from Exeter which it replaces.

The new wayside equipment currently operating in shadow mode is:

- Wheel Condition Monitor (WCM) at Wingello on the Up track (175.250km), and
- Rail Bearing Acoustic Monitor (RailBAM) at Wingello on the Up track (175.250km).

Once commissioning is completed the new wayside equipment will generate alarms and notifications in accordance with the Route Access Standard (RAS), General Information Section 2.9 Wayside Monitoring Devices.

The WCM where required, will send notification of alarm(s) and alert(s) to

- The Train Transit Manager at Network Control Centre South NCCS (Juneee), and
- The Wayside Monitoring Team, and
- Rail Operators.

The RailBAM where required, will send notification of alert(s) to

- The Wayside Monitoring Team, and

- Rail Operators.

Once commissioned into use, the old wayside equipment will be removed from operation and permanently booked out of use, this includes:

- Wheel Condition Monitor (WCM) at Exeter on the Up Main (155.400km), and
- Rail Bearing Acoustic Monitor (RailBAM) at Exeter on the Up Main (155.400km).

Additional Note: The existing Wheel Profile Monitor system at Exeter on the Up Main (155.400km) will not be impacted.

SAFEWORKING ARRANGEMENTS

All work must be carried out as per the appropriate ARTC Network Rules and Procedures.

As required an Infrastructure Booking Advice (ANRF 003) must be compiled as per ARTC NSW Rules & Procedures ANWT 312 Infrastructure Booking Advice and ANPR 704 Using Infrastructure Booking Advice.

ADDITIONAL DETAILS

This SAFE Notice will serve as an amendment to the Network Information Book (NIB) and the Route Access Standard (RAS).

Amendment to Network Information Book:

OGW-30-28 – Berrima Junction (inc) to Harden (exc) & Moss Vale (inc) to Unanderra (exc)

1.14 Wayside Monitoring System	
DELETE:	Exeter (Up Main only) WCM, RAILBAM & Wheel Profile 155.400km
REPLACE WITH:	Exeter (Up Main only) Wheel Profile 155.400km Wingello (Up Main only) WCM & RAILBAM 175.300km

2.5 Exeter (EXT).

DELETE:	Wayside Equipment <i>Delete from the existing table under this subheading.</i>	
	WCM	Wheel Condition Monitor
	RAILBAM	Bearing Acoustic Monitor. Used to detect trending rail wheel bearing faults and emergency withdrawals from service. This system does not notify alarms to the Network Controller.
DELETE:	Responding to a wayside equipment alarm When the alarm box is displayed on the Wayside Detector screen, the Network Controller must: • acknowledge the alarm • contact the Driver of the train that activated the detector and instruct the Driver to immediately bring the train to a stand • advise the Driver to inspect the train to identify the problem and to advise the Network Controller of the status of the problem and the action that must be taken to resolve it.	
REPLACE WITH:	Note: This Wheel Profile system records wheel profile information but does not notify alarms to the Network Control Centre.	

2.8 Wingello (WGO).

AMEND TO INCLUDE:	<i>Under a new subheading.</i> Wayside Equipment The following wayside equipment is installed at 175.300km on the Up Main line.	
	Device	Description
	WCM	Wheel Condition Monitor. This system detects an exceedance of force between the rail wheels and the rail caused by wheel flats. If it detects a level of kilo-newton force of energy above a threshold, it sends this information to the Network Control Centre for action.
	RAILBAM	Rail Bearing Acoustic Monitor. This system is used to detect trending rail wheel bearing faults and emergency withdrawals from service. This system does not notify alarms to the Network Control Centre.
UPDATE:	Wingello NIB-T0311 Line Diagram	

Amendment to Route Access Standard:**General Information Pages****Section 2.9 Wayside Monitoring Systems**

Section rewritten and associated diagrams amended

Recipients must ensure this Notice is circulated to and understood by all personnel affected by, or needing to know, its content. This Notice must be issued to all affected Competent Workers. Competent Workers who receive this Notice must follow the requirements.

CONTACTS

Yuhan Zhu	ARTC Wayside Project Engineer	(08)82174366
-----------	-------------------------------	--------------

Michelle Aste Evans	Network Reporting Manager Operations	(08)82174366
---------------------	--------------------------------------	--------------

APPROVED BY	Delivery Support Manager South	01/04/2026
-------------	--------------------------------	------------